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WAR CABINET

WEEKLY RÉSUMÉ

(No. 85)

of the

NAVAL, MILITARY AND AIR SITUATION

from 12 noon April 10th, to

12 noon April 17th,

1941

[Circulated with the approval of the Chiefs of Staff.]
NAVAL SITUATION.

General Review.

An enemy convoy has been destroyed by our forces in the Mediterranean, and on the Libyan coast naval units have afforded effective support to our troops. A successful raid on a Norwegian oil factory was carried out by a Norwegian unit. Shipping losses have been lower than of late.

Home Waters.

2. M.T.B's carried out a sweep off the Dutch and French coasts on the night of the 10th/11th April, and attacked a tanker and two trawlers off Dieppe with torpedoes, one of which is believed to have hit. One M.T.B. was damaged by enemy gunfire. Other M.T.B. sweeps carried out during the week were unproductive.

The Norwegian Destroyer *Mansfield* destroyed the herring oil factory at Oeks Fjord, south of Hammerfest, on the 12th April. No enemy shipping or troops were encountered.

H.M. Armed Merchant Cruiser *Rajputana* was torpedoed and sunk by a U-Boat 150 miles to the westward of Reyjavik early on the 13th April. Forty-one of the crew are missing and two are known to be dead.

H.M. Submarine *Tigris* sank a 10,000-ton armed tanker in the Bay of Biscay on night of the 2nd/3rd April.

H.M. Trawler *Kingston Amber* shot down an enemy aircraft off Ventnor on the 14th April, and the Free French Submarine Chaser No. 41 shot one down off the Nab early on the 12th.

Two auxiliary patrol vessels have been sunk by mine and another was damaged by bomb. Details are given in Appendix V.

Mediterranean.

3. Captain D. of the 14th Flotilla in H.M. Destroyer *Jervis*, with three other destroyers, intercepted an enemy convoy off the African coast between Sicily and Tripoli on the night of the 15th/16th April. The convoy consisted of two ships of about 5,000 tons laden with motor transport, an ammunition ship of about 4,000 tons, and two ships of about 3,000 tons, which were probably transports. The escort was the Italian destroyer *Luca Torigo* (1,840 tons, built 1925), and two of the *Climene* class destroyers (652 tons, built 1936-37). The entire enemy force is believed to be destroyed. During the action H.M. Destroyer *Mohawk* was torpedoed and sunk, and of her crew seven officers and 160 ratings were rescued. The other destroyers had no casualties and sustained only slight splinter damage. Owing to the approach of daylight it was not possible to wait and pick up enemy survivors.

H.M. Ships have successfully bombarded enemy positions and transport columns on the Libyan coast. H.M. Gunboat *Aphis* destroyed 5 enemy aircraft during a bombardment of Gazala aerodrome, and on the 15th the fire of H.M. Ships *Gribil* and *Gnat* and H.M. Australian Destroyer *Stuart* enabled our troops to hold Sollum. *Gnat* was damaged by a mobile battery. A successful bombardment of Fort Capuzzo was carried out and a large number of salvos were seen to burst among a concentration of enemy tanks and vehicles. It appears that the enemy is not yet using Benghazi or ports to the east of it.

On the 12th April H.M. Submarine *Tetrarch* torpedoed a south-bound fully laden tanker north of Tripoli.

4. Aircraft of the Fleet Air Arm attacked shipping in Valona Bay on the evening of the 14th April and blew up a 7,000-ton ammunition ship and hit a 6,000-ton ship. They also attacked a convoy off the Gulf of Hammamet on the evening of the 12th April, but though the ships were straddled they proceeded without apparent damage. During the recent operations Naval units have destroyed two Ju. 88's and damaged two others. Air attacks on Greek ports during the week have been severe. Unloading by lighter is believed to be continuing, but the rate of convoy movement has been reduced.
The British hospital ship *Vita* was deliberately bombed on the afternoon of the 14th April whilst evacuating patients from Tobruk, and the Greek hospital ship *Attiki* was sunk in the Doro channel on the 11th April whilst fully illuminated.

During the week nine French merchantmen eastbound and six westbound have passed Gibraltar; all were under escort.

**Other Foreign Stations.**

5. H.M. Armed Merchant Cruiser *Voltaire* has not arrived at Freetown, where she was due on the 9th April, and no report has been received from her. A German communiqué claims that she has been sunk by a raider.

H.M. Armed Merchant Cruiser *Dunnottar Castle* intercepted the Vichy French Ship *Banfora* (9,340 tons) on the 12th April and after considerable opposition from the crew placed an armed guard on board and sent her into Freetown.

It is reported that 5 French merchant ships escorted by two 6-inch cruisers and destroyers and submarines left Dakar on the 10th April. On the 12th, a French cruiser with light cruisers and destroyers were sighted 70 miles to the southward of Cape St. Vincent steering North-West.

Although the entrance to Massawa harbour is partially blocked, a clear passage still exists and one 400-ft. ship could be berthed. The water-distilling plant and lighting are intact. Both floating docks are sunk. The northern Channel was swept on the 13th to allow small vessels to enter with supplies. A 5-ton floating crane and a number of lighters are available for unloading.

**Anti-Submarine Operations.**

6. H.M. Corvette *Fleur de Lys* made a series of attacks on a U-Boat on the morning of the 14th April about 100 miles west of Gibraltar. At the end of the attacks no contact could be obtained and there was thick oil on the surface. On the afternoon of the same day H.M. Trawler *Scottish* attacked a U-Boat 17 miles away from the *Fleur de Lys* position but obtained no visible result. Aircraft of the Coastal Command attacked U-Boats off the Norwegian coast on the 11th and 16th April. On the 11th the bombs fell within forty yards and the crew were machine-gunned and some jumped into the water. On the 16th the bombs straddled the stern of the U-Boat and two large patches of oil were seen on the surface after she had crash dived.

**Enemy Intelligence.**

**German.**

7. The battlecruisers *Scharnhorst* and *Gneisenau* were still at Brest on the 17th April, one in the western dry dock and one alongside the T.B. Station. The torpedo nets round the latter have been extended, giving 300 feet clearance south of the ship.

A report, received on the 13th April, stated that the *Gneisenau*, whilst in Dry Dock, had been hit aft by two bombs. During the night of the 14th/15th April a Wellington bomber claimed a direct hit on the battlecruiser in dry dock.

One Bismarck class battlecruiser has been reported as having entered Lübeck Bay on the 2nd April and the cruiser *Köln* was there on the 30th March. The other Bismarck class battlecruiser is probably at Gdynia.

It is reported that E-Boats have passed Lyons by river for the Mediterranean disguised as lifeboats, with the crews in plain clothes, and that twenty-three E-Boats arrived at Marseilles via the Rhone on the 7th April.

**Italian.**

8. The destroyer *Cesare Battisti* is reported ashore north of Lith (about 100 miles south of Jeddah). If this is correct, all Italian Red Sea destroyers and T.B.'s. are now accounted for with the possible exception of the *Orsini*, which was in harbour at Massawa on the 8th April. The *Cesare Battisti* could not be seen from the air, but may have sunk in deep water.

During the week several small convoys of merchant vessels escorted by destroyers have been sighted proceeding between Tripolitania and Italian or Sicilian ports.
On the 11th April there were eight destroyers at Tripoli. Reconnaissance by aircraft on the afternoon of the 13th April showed four large warships in the roadstead at Durazzo and three large and three smaller warships about 8 miles out. On the 14th April it was reported that one Cavour-class battleship was in a flooded floating dock at Genoa and one Oriane-class destroyer also present. At Spezia one 8-inch cruiser was in dry dock and one destroyer and one submarine were also present. On the 16th two 6-inch cruisers and four destroyers were at Palermo.

**U-Boats.**

9. During the week the number of U-Boats in the Western Approaches has increased and is now approximately 14 German and 4 Italian.

The positions of these range in latitude from the South of England to the South of Iceland and in longitude from Mid-Atlantic to the Irish Coast. A patrol line appears to have been established along the meridian of 30° West (i.e., 200 miles to the West of Iceland), eight U-Boats being spread out on this.

Two German U-Boats have operated to westward and south-westward of Freetown, and on the 14th two were south of Azores moving south apparently to relieve these.

On the 11th April a U-Boat was north-east of St. Paul's Rocks and may have moved to the east of Pernambuco.

In last week’s *Resume* it was stated that it appeared reasonably probable from the examination of prisoners of war that the Submarine Commander Gunther Prien was lost in U.76. Gunther Prien was not in U.76, but in another U-Boat which may possibly have been sunk by H.M.S. *Wolverine*, although this is by no means certain.

**Enemy Attack on Seaborne Trade.**

10. According to the information at present available the merchant shipping losses during the week ended noon, Wednesday, the 16th April, amounted to 17 ships (66,466 tons), of which 8 ships (28,133 tons) were British.

Five ships were sunk by submarine, three in the North-Western Approaches and two off Freetown. Ten ships were sunk by aircraft, five of them in Greek waters, four in coastal waters in the south of England and one in the North-Western Approaches. One ship was mined in the Thames.

Apart from two days when the weather was unsuitable, one or two convoys have been attacked each day, but only two convoys were attacked off the east coast. There has been no concerted U-Boat attack on a convoy during the period.

Details are given in Appendix I of losses and damage to ships of which accurate information has now come to hand. These losses total 32 ships (119,279 tons), of which 15 ships (49,779 tons) form part of the casualties given in the paragraph above. Of the remaining earlier losses 8 ships (34,941 tons) were sunk by submarine, 2 ships (8,195 tons) were sunk by raider, 7 ships (25,025 tons) by aircraft and 1 ship (838 tons) by unknown cause. In addition details were given of 17 ships which have been damaged.

**Protection of Seaborne Trade.**

11. During the week ended noon the 16th April 839 ships, including 150 Allied and 13 neutral, were convoyed. Two battleships, 6 cruisers, 13 armed merchant cruisers, 2 submarines, 82 destroyers, 58 sloops and corvettes were employed on escort duty. Since the beginning of the war 60,229 ships have been convoyed, of which 267 have been lost by enemy action.

Imports into Great Britain by ships in convoy during the week ending the 12th April totalled 376,437 tons, compared with 727,233 tons during the previous seven days and an average of 625,218 tons during the past ten weeks. Oil imports were 102,706 tons in nine tankers, compared with 213,728 tons in 21 tankers during the week ending the 5th April. Mineral imports were 99,230 tons, of which 91,267 tons were steel, scrap iron, pig iron and iron ore. The corresponding figures for the previous week were 187,402 tons and 124,039 tons. Timber imports were 21,831 tons and cereal imports 96,294 tons, 12 ships being fully laden with grain. Other food imports were 21,436 tons. Among machinery imports were
1,662 tons of machine tools. Figures were below average owing to the dispersal and return of one convoy and the loss of the ten ships in the homeward Canadian convoy which was reported in last week's Résumé.

British Minelaying.

12. On the 16th April H.M.S. Plover laid 120 mines in St. George's Channel.

Our minelaying aircraft have been very active during the week, mainly off the French Atlantic ports.

Enemy Minelaying, British Minesweeping.

Home Waters.

13. The Bristol Channel, and more particularly the Milford Haven area, has been the principal scene of enemy aircraft in minelaying operations this week. Aircraft which were suspected of minelaying were operating off the East coast during the night of the 9th/10th April and minelaying on a small scale is suspected off the Tyne, the Humber, Liverpool and Falmouth. Mines were probably dropped off Belfast on the night of the 15th/16th April.

Mines were reported to have been dropped off the Isle of Man on the 15th April, but their position was in an area already declared dangerous.

During the night 10th/11th April several mines were dropped in the Southampton area, some of them in the Hamble River.

During the week 18 magnetic and 30 acoustic mines have been detonated in Home Waters. The mine totals are magnetic 1,067, acoustic 510, contact 852.

Foreign Waters.

14. The Piraeus was again mined by enemy aircraft on the evening of the 9th April. Minesweeping is being carried out but so far with negative result, at the time of the last report, as no really efficient acoustic gear was available. Two mines have been countermined with depth charges. On the night of the 11th/12th April enemy aircraft laid mines in the Athens area in Phalerum Bay, Salamin Straits, and in Eleusis Bay.

The Italians are reported to have heavily mined the North Channel, Massawa. Sweeping operations are in progress.

Enemy Merchant Shipping.

Germany.

15. The Portland (7,132 tons) is said to have arrived at Cadiz on the 4th April. She sailed from Talcahuano with a general cargo on the 30th January, and is said to have rounded Cape Horn and refuelled from a tanker which was working in the South Atlantic with a raider. The Osorio (6,951 tons) which was reported to have sailed from Talcahuano on the 2nd April, is said to be proceeding in a similar way. The Portland may have reached a French port in the Bay of Biscay, but there is no confirmation that she has reached a Spanish port.

On the 9th April H.M.S. Hindustan intercepted a lifeboat with thirteen Germans in it from the Lichtenfels (7,566 tons). This ship had been in Massawa since September 1939.

The Thai Government is rumoured to be considering the purchase of the 5 Axis ships (total 31,000 tons) in Thai ports.

On the 9th April the Hesper arrived at Rio de Janeiro with a general cargo, the crew stating that they had left Bordeaux on the 12th March; she was later identified as the Karnak (7,209 tons), which had been at a French port.

Italian.

16. A report from Massawa says that some twelve ships lie round the harbour either heeled over on sandbanks or with their masts and funnels showing above the water; all appear to be salvageable.

On the 11th April three merchant ships, two of which were on fire, were reported to be in Assab. Enemy merchant ships previously known to be there were the German Gero (5,155 tons), the Italian Arabia (5,943 tons), Hassario Saurio (8,150 tons) and the Tripolitana (2,722 tons).
ITALY.

17. In conformity with the German plans an Italian force of some 7 to 8 divisions has advanced into northern Yugoslavia. This force will probably assist the Germans by occupying the less warlike districts of the country. There is little information of any military activity elsewhere in Italy and although there are still 39 divisions in the country they are mostly made up of reservists and recruits. As Italy is now little but an echo of German policy, it is probable that the future of these formations will be decided in Berlin.

THE BALKAN OPERATIONS.

(An outline map showing the lines of the German invasion of Yugoslavia is included as an inset to this Resume.)

ALBANIA.

18. The Italian situation is confused. Operations against the Greeks have been on a small scale and nothing is known of any operations against the Yugoslavs reported to be advancing south from Scutari. The present Italian garrison is 26 divisions estimated at 400,000 less an unknown figure of recent casualties.

YUGOSLAVIA.

19. The capitulation of the Yugoslav Government will release several additional German divisions for use against Greece, but a considerable number will, no doubt, have to be earmarked for internal security and the protection of German lines of communication against guerilla attacks.

20. So far as can be seen at the present stage, the Yugoslav campaign reveals no new feature in German strategy. The pincer movement and the endeavour to cut between allied armies or to separate two parts of the opposing force are all familiar. As usual, the Germans depended on weight of numbers and material and speed of movement for success. They also followed their usual practice in that they made their thrust into the South-Eastern corner of Yugoslavia by a route considered extremely difficult for armoured formations and therefore unlikely to be selected.

GREECE.

21. The Greek campaign also appears to be developing along the lines of the pincer movement. One arm is moving along the coast from Salonika, passing between Mount Olympus and the sea, while the other is passing south from Florina through Ploeemaia. A thrust south-westwards from Florina apparently aims at cutting off the Greeks in the Koritza area—again a pincer movement—when taken in conjunction with the advance south-westwards from Lake Ochrida.

TURKEY.

22. An official communique issued on the 10th April announced the evacuation of certain classes of the population from the Istanbul area to any part of Anatolia except the towns of Izeir, Ankara and Erzurum. The Government is providing transportation for evacuees up to the 15th April. Oil stocks from the Bosphorus are also being evacuated to Anatolia and future deliveries will be made in Izeir and Iskanderun.

U.S.S.R.

23. Further German troop movements towards the Soviet frontier are reported, but there is still no indication that these will result in the total forces being increased. A report that Russia is moving troops to the West suggests that they may be taking the German threat seriously.

It is still impossible to determine whether the persistent rumours, coming from so many quarters, that Germany is intending to attack Russia in the near future, are merely being spread by Germany as part of a war of nerves or have some more solid basis in fact.
Africa.

Libya.

24. The present Italian garrison comprises four infantry divisions, one armoured division and one motorised division, estimated at a total of about 80,000. Of these, one infantry division and an armoured division have been taking part in the Axis operations in Cyrenaica, and it is possible that a second infantry division has been employed on L. of C. duties.

25. Advanced enemy elements made contact with the Tobruk defences on the 10th April, and were astride the road Tobruk–Bardia on the 11th, a support group of our troops falling back from El Adem on Sollum. Attacks on Tobruk from South and West on the 12th were repulsed, the R.A.F. assisting with attacks against enemy A.F.V’s, but the enemy in armoured cars succeeded in occupying Bardia.

On the 13th April the enemy occupied Capuzzo, and brisk fighting commenced around Sollum.

On the 14th a deliberate attack on Tobruk was attempted by infantry and tanks, the latter penetrating the perimeter, but the attack was repulsed with loss to the enemy of at least 20 tanks destroyed, 100 men killed, 263 Germans and 70 Italians captured. The prisoners’ morale was low. An air attack was also repelled, 12 out of 50 bombers being shot down.

Successful raids and skirmishes continue in the Capuzzo–Sollum area.

From the 17th April Lieut.-General Beresford Peirse assumed command of Western Desert Force, including Tobruk Fortress.

Sudan.

26. An envoy from the Duke of Aosta arrived by air in Khartoum on the 15th April. He was told that we would accept no further responsibility for the safety of civilians in Ethiopia unless the Italians laid down their arms. A reply was demanded by 0615 hours, the 17th April.

Abyssinia.

27. Our forces have advanced 100 miles from Addis Ababa to the north.

AIR SITUATION.

General Review.

28. Night operations by Bomber Command were somewhat restricted by weather conditions, and attacks were largely confined to the reduction of the scale of attack on our shipping. During daylight, attacks on enemy coastal vessels were intensified and Fighter Command concentrated on protection of shipping patrols.

The week was notable for the heaviest raid yet made on London, and for the first heavy raid on Belfast and Northern Ireland.

Germany and Occupied Territory.

29. During the week Bomber Command carried out 213 day and 586 night sorties; this is a substantial increase in the scale of operations by day, and a decrease by night. These operations were supported by Coastal Command, and Fighter Command flew a number of offensive patrols over enemy-occupied territory.

Day.

30. The majority of daylight sorties was again directed against enemy shipping, details of which will be found under Coastal Operations. A successful low-flying attack by eight Blenheims was made on the town of Norderney; many bursts were observed on the buildings, which were left in flames. Another good attack was made on Heligoland. Direct hits were also reported in the power house and gasometer at Leyden power station, on a watch tower and buildings on the Island of Amrum, on a wireless station at Lisse, where a pylon was blown up, and on Haarlem electricity power station.
31. Offensive operations were carried out by Fighter Command over Northern France without encountering serious opposition. On the 16th, thirty-eight fighters escorted six Blenheims in a successful attack on Berck aerodrome, where two hangars were hit; three of the fighters were missing after an engagement with Me. 109's. Many low-flying attacks were also carried out and troops, lorries, gun emplacements and aerodromes were machine-gunned. Twelve heavy aircraft were attacked on the ground at an aerodrome near Crécy and a seaplane being towed near Calais was probably destroyed. One Hurricane was intercepted near Hazebruck by four Me. 109's, one of which was destroyed, but the combat was carried out at such a low level that the tail of the Hurricane hit the ground and the aircraft crashed through a high-tension cable.

Night.

32. Attacks were continued on the battle cruisers at Brest and, on two nights, 137 aircraft took part in them. Bombs up to 4,000 lbs. in weight were dropped and a large number hit the docks around the ships. One Wellington claimed a direct hit from 3,000 feet with a 1,000-lb. bomb on the battle-cruiser in dry dock, and other hits were thought to have been made. Bursts were also seen on the barracks and considerable damage occurred in the dock area. Three successful attacks, involving thirty-eight bombers, were made on Marignac aerodrome, Bordeaux, the headquarters of the Focke-Wulf units; several hangars were hit and some large fires were started.

33. On the night of the 15th/16th, a heavy attack was made on the shipyards and industrial area at Kiel; 78 tons of H.E. bombs and 7,650 incendiaries were dropped, but results were generally difficult to observe on account of poor visibility. One 4,000-lb. bomb burst near Krupps Germania Works, causing an explosion which appeared to cover a very large area. On the following night an attack on a similar scale was made on the Deutsches Schiff shipyards and industrial district of Bremen, but again weather conditions hampered observation of results.

34. An attack on the industrial centre of Düsseldorf was carried out by thirty bombers on a cloudy night, but one large fire was observed. Conditions were, however, clear over Lorient submarine base; twenty-two tons of bombs were dropped and a very large fire was started at the Naval Ordnance Works. A number of alternative targets were also attacked by single aircraft. With the exception of the night of the 10th/11th, when seven of our bombers failed to return, our casualties were not heavy.

United Kingdom.

35. Fighter Command flew 1,264 patrols, involving 3,077 sorties, by day, and 747 patrols, involving 1,175 sorties, by night. Enemy activity by day was again on a small scale, but by night there was a further increase, nearly 1,500 aircraft being employed. Thirty enemy bombers were destroyed by night, twenty-one being shot down by fighters.

36. Enemy daylight operations again consisted largely of patrols in the Straits of Dover. There was very little activity overland, except on the 15th April, when about fifty enemy aircraft made brief fighter sweeps over Kent.

37. The raids on the first two nights of the week were on a fairly heavy scale, and were directed, on the first night, mainly against Birmingham and Coventry, and against Bristol on the second. Heavy attacks were not resumed till the 15th, when Belfast and Northern Ireland were attacked for the first time; on the following night London received the heaviest raid of the war, as many as 460 enemy aircraft being identified in the attack.

Coastal Operations.

38. Coastal Command aircraft flew 257 patrols and provided 449 sorties for the escort of convoys. Fighter Command made 1,666 sorties on shipping protection patrols.

39. Coastal Command aircraft made some successful attacks on enemy shipping. A direct hit and a near miss were scored on a merchant vessel of 8,000 tons off Havre. Another vessel, of 1,500 tons, near the Lister Light was hit
and seen to be sinking by the head. Off Egersund and Obrestadt near misses were made on ships of 2,000 and 4,000 tons respectively, while, near Fécamp, a 10,000-ton merchant ship was missed by ten yards; near misses were also observed in other attacks. A Beaufighter shot down a Focke-Wulf long-range aircraft off Achill Head, and a Bienheim also destroyed a Me. 110. On the 14th April, a Coastal Command Spitfire made an eight-hour flight to Genoa and Spezia and carried out a very successful photographic reconnaissance.

40. A number of attacks on enemy coastal shipping were also made by Bomber Command aircraft. Three naval minesweepers were attacked off Norderney, one being hit twice and another probably hit. A cargo vessel of 2,000 tons near Borkum was last seen well down by the stern, while two other vessels of 3,000 and 4,000 tons respectively are believed to have been hit, and also an “E” boat and a ship of 500 tons off Haarlem. Two coastal vessels of 350 tons were destroyed southwest of Belle Isle, and a 4,000-ton freighter in Borkum Harbour received a direct hit amidship and was seen to disintegrate.

41. During the week, mines were laid by aircraft of Coastal and Bomber Command, principally off Brest and La Pailice. No enemy aircraft were detected laying mines in daylight, but an average of twenty were out per night.

Malta.

42. Wellingtons from Malta bombed Tripoli harbour twice during the week. Direct hits were made on the customs wharf, on the northern mole, on the breakwater and on shipping. One ship was set on fire.

43. Enemy operations were on a heavier scale than in the previous week. On the 11th April, a formation of Me 109’s, Me 110’s and Ju 88’s operated off the Island, and on the 11th/12th ten aircraft, believed to have been Ju 87’s, carried out a bombing attack. During the following night, two attacks were made by unidentified aircraft and at dawn on the 15th, eight Ju 87’s attacked naval units in the Grand Harbour and Takali Harbour. Later in the day twelve Me 109’s and two Ju 88’s attacked Luqa aerodrome.

The scale of effort was increased on the 13th/14th, when about thirty aircraft, including Ju 87’s and Ju 88’s, attacked in three waves, dropping bombs in a number of localities. In these operations at least four German aircraft were shot down. In relation to the weight of attacks the damage inflicted was not heavy, and Service damage and casualties were only slight.

The Balkans.

44. During the week, our aircraft have continuously bombed and machine-gunned enemy transport and troops on roads and railways and have destroyed a considerable number of armoured vehicles. An important bridge over the River Vardar, at Veles, was destroyed by Wellingtons on the 14th/15th April.

45. The marshalling yards at Sofia were heavily attacked twice by our Wellingtons on the 13th/14th. Several direct hits were made on railway tracks; two rows of these, believed to contain explosives, blew up with terrific detonations. The station and a train were also hit.

46. Enemy operations consisted chiefly of close-support operations by dive-bombers and fighters. Activity increased in the northern part of Yugoslavia, whilst that on the Greek border was on much the same scale as during the previous week. Long-range bomber activity was on a small scale and consisted chiefly of raids from South-East Germany on towns in Yugoslavia, and from Bulgaria on the Greek ports. The Mediterranean component also undertook bombing and mine-laying in the Pireaus and Volos districts. Short-range units are moving up rapidly with the army, transport aircraft being used on a considerable scale to assist in these moves. The composition of the forces in the South-East is substantially the same as during the previous week.

47. The Pireaus was attacked four times by enemy aircraft. Several enemy aircraft which took part in these attacks were destroyed by our fighters. The damage done to shipping in the harbour is reported in the Naval Situation.
48. In spite of Yugoslav claims to have accounted for a considerable number of German aircraft, the Yugoslav Air Force appears to have been surprised and overwhelmed, a large proportion of the aircraft being destroyed on the ground. It is improbable that more than a very few aircraft have been successfully withdrawn from the country.

**Dodecanese.**

49. On the 11th/12th April, four Wellingtons made a successful attack on Calato aerodrome in Rhodes. A petrol store was set on fire and other damage was caused.

**Egypt and Libya.**

50. Our aircraft have continued to harass the enemy’s lines of communication, and heavy casualties have been inflicted on armoured fighting vehicles, especially on those which had been drawn up for attacks on Tobruk. The aerodromes at Derna, El Adem and Menastir were heavily attacked, and hangars and other aerodrome buildings were destroyed, as well as enemy aircraft on the ground.

51. Enemy operations during the early part of the week were on a restricted scale and were almost exclusively confined to heavy fighter activity. The assault on Tobruk on the 14th, reported in the Military Situation, was heavily supported by air attacks. A mixed formation of some seventy aircraft, including Ju. 87’s, Me. 110’s and some Italian aircraft, attacked in the morning; and a smaller force followed on in the afternoon; ten enemy aircraft were destroyed by fighters and four by A.A. guns.

**Italian East Africa.**

52. Our aircraft have made several successful attacks on the few remaining Italian aerodromes, resulting in considerable damage to enemy aircraft on the ground. Reconnaissance and bomb and machine-gun attacks were carried out in support of land operations, and supplies were delivered by air to some of the patriot forces.

**HOME SECURITY SITUATION.**

**General.**

*By Day.*

53. No enemy bombing took place on six days of the period under review. On the remaining day, the 14th April, bombs fell on an Aeroplane Factory at Chadderton, Manchester, and damaged the roof. There were no casualties. Minor bombing was reported from East Anglia, the Isle of Wight, and Par in Cornwall.

*By Night.*

54. Night bombing has continued on a heavy scale. On the 10th/11th April Birmingham was attacked for the second night in succession, but on a much lighter scale. Coventry was also bombed and the damage and casualties were considerable. Rescue parties were engaged at 80 incidents and 126 people were killed. There were only minor incidents in London, and some damage and casualties were caused in East Anglia, Great Yarmouth, Southampton and Bournemouth. Oil cisterns at Thameshaven were set alight and one of the fires was not extinguished until the morning of the 13th April.

55. The following night Bristol was the main target and 141 people were killed. There were many fires, but, owing to the energy with which the fire fighting was conducted, most of them were either extinguished or under control by midnight. Bombs also fell in the Avonmouth Docks and in the neighbouring areas of Bath and Yeovil. Portsmouth was also attacked and some fires were started, two of them in the Dockyard. Minor damage was done in Naval establishments, but only 4 people were killed.
56. On the 12th/13th and the 13th/14th April bombing was on a much reduced scale. The only serious incident was at Barrow-in-Furness, where some public buildings, a few houses and a steel works were damaged and 19 people were killed.

57. On the next night there was a light attack on the Tyneside, where fires were started at South Shields. There were no serious casualties. Elsewhere bombs were dropped on Portland, where a fire broke out in the Dockyard, and 21 people were killed. The aerodrome at Carew Cheriton, Pembrokeshire, was also attacked and 11 airmen were killed.

58. On the 15th/16th April the scale of attack rose sharply and every region in the country was involved. Tynemouth was attacked three times and mines were dropped and a good deal of damage done. Fires were caused at Sunderland and there was damage and some casualties at Middlebrough and Thornaby. At Hull the extent of the damage is not yet known, but a hospital and some public and commercial buildings were damaged. The Merseyside area was also attacked and industrial damage and casualties were caused at Liverpool, Birkenhead and in many suburbs. Belfast was bombed for nearly six hours. Many fires were caused and all available reinforcements had to be called in. Owing to communications breaking down it has not yet been possible to assess the damage. Harland and Wolff and Shorts and Harland Aircraft Factory were hit, but at present the damage is not thought to be serious. Casualties at present reported amount to 323 killed and 320 seriously injured, and about 20,000 people rendered homeless.

59. On the last night of the week one of the heaviest attacks was made on London since the war began. Bombing commenced shortly after 2100 and lasted until nearly dawn. Some sixty-six boroughs were affected, the main bombing being on central and southern London. Damage in the docks area was comparatively light and so far there is little damage to key points to record. In addition to H.E. and incendiary bombs a large number of parachute mines were dropped and great damage was done to private property by fire and blast. Among the public buildings damaged were St. Paul's Cathedral, the Houses of Parliament, the Admiralty, the Law Courts and the National Gallery. Many roads were blocked and the railway systems were hit in nineteen places. There were a large number of fires, the most serious being at L.N.E.R. Goods Yard in Lissom Grove. Other serious fires were caused at Selfridges, Bessborough Gardens, Westminster, and the Kidbrooke R.A.F. Stores Depot. Although many fires were burning at daybreak, the situation was considered to be in hand.

60. Some seventy fires were started, the Flails Green, Acocks Green, Erdington and Solihull areas being principally affected. Damage, though widespread, was considered largely superficial.

61. Damage was considerable; the Chief Post Office was destroyed by fire and a telephone exchange, the Council House and a Police Court were amongst the buildings damaged.

62. The destruction of St. Philip's Bridge at Bristol was a serious feature of the raid, and the public buildings damaged included the Municipal Library and St. Paul's Church. The Avon Cold Storage Co. and the Bristol Gas Co. were also damaged. At Avonmouth a ship was set alight in the Docks, the C.W.S. Flour Mills and R. W. Paul, Ltd. (Flour Mills), were damaged.

63. The estimated civilian casualties for the week ending 0600 the 16th April are 818 killed and 1,100 injured. The casualties in London on the night of the 16th/17th are so far known to be 653 killed and 2,015 injured.
### APPENDIX I.

**Enemy Attack on Trade.**

**SECTION A.—Merchant Vessels (excluding Commissioned Merchant Vessels) of all tonnages reported lost by enemy action.**

*(Note.—Tonnages are gross unless otherwise stated.)*

**By Submarine.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Name and Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From—</th>
<th>To—</th>
<th>How sunk</th>
<th>In Convoy or not</th>
<th>Position</th>
<th>Fate of Crew and other Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar. 21</td>
<td>Jhelum (4,098)</td>
<td>British</td>
<td>Tobacco</td>
<td>Izmir</td>
<td>Oban</td>
<td>Torpedo</td>
<td>Not</td>
<td>300 miles N.W. of Cape Verde Islands</td>
<td>49 landed, 4 died.</td>
</tr>
<tr>
<td>Mar. 29</td>
<td>Liguria (1,751)</td>
<td>Swedish</td>
<td></td>
<td>London</td>
<td>Las Palmas</td>
<td>Torpedo (?)</td>
<td>Not</td>
<td>480 miles W. of Hebrides</td>
<td>Crew about 29. 10 survivors landed, 1 died. Some survivors picked up.</td>
</tr>
<tr>
<td>Apr. 1</td>
<td>Ena de Larrinaga (5,900)</td>
<td>British</td>
<td>General</td>
<td>Hull</td>
<td>Buenos Aires</td>
<td>Torpedo</td>
<td>Not.</td>
<td>205 miles E. of St. Paul</td>
<td></td>
</tr>
<tr>
<td>Apr. 2</td>
<td>Beaverdale (9,957)</td>
<td>British</td>
<td>Scrap iron</td>
<td>Baltimore</td>
<td>Leith</td>
<td>Torpedo</td>
<td>Yes</td>
<td>660 miles W. of Butt of Lewis</td>
<td>88 picked up. Lifeboat, with about 20 men seen by A/C. 2 Europeans and 3 lascars landed Liverpool. Crew picked up.</td>
</tr>
<tr>
<td>Apr. 3</td>
<td>Westpool (5,724)</td>
<td>British</td>
<td>Sugar</td>
<td>Demarara</td>
<td>London</td>
<td>Torpedo</td>
<td>Not</td>
<td>540 miles W.N.W. of Rockall</td>
<td>No details known.</td>
</tr>
<tr>
<td>Apr. 4</td>
<td>M/V Tanker Lincoln Ellsworth (5,680)</td>
<td>Norwegian</td>
<td>Ballast</td>
<td>Reykjavik</td>
<td>Trinidad</td>
<td>Torpedo</td>
<td>Not</td>
<td>150 miles W.S.W. of Reykjaness, Iceland</td>
<td>No details known.</td>
</tr>
<tr>
<td>Apr. 7</td>
<td>Fortadoc (1,746)</td>
<td>British</td>
<td>Coal</td>
<td>Loch Ewe</td>
<td>Durban</td>
<td>Torpedo</td>
<td>Not</td>
<td>553 miles W. of Rockall</td>
<td>No details known.</td>
</tr>
<tr>
<td>Apr. 8</td>
<td>Prins Willem II (1,904)</td>
<td>Dutch</td>
<td>Sugar</td>
<td>Demarara</td>
<td>London</td>
<td>Torpedo</td>
<td>Not</td>
<td>300 miles W.N.W. of Rockall</td>
<td>13 saved, 3 drowned. 1 boat missing.</td>
</tr>
<tr>
<td>Apr. 9</td>
<td>Saleier (6,563)</td>
<td>Dutch</td>
<td>Steel, tools</td>
<td>Loch Ewe</td>
<td>Durban</td>
<td>Torpedo</td>
<td>Not</td>
<td>160 miles S. by W. of Freetown</td>
<td>No details known.</td>
</tr>
<tr>
<td>Apr. 14</td>
<td>Ville de Lige (7,460)</td>
<td>Belgian</td>
<td>Steal, tools, wheat, bacon</td>
<td>New York</td>
<td>Liverpool</td>
<td>Torpedo</td>
<td>Not</td>
<td>No details known.</td>
<td>No details known.</td>
</tr>
</tbody>
</table>

*This information is provisional and may be modified subsequently on receipt of Commodore's report.*
<table>
<thead>
<tr>
<th>Date</th>
<th>Name and Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From—</th>
<th>To—</th>
<th>How sunk</th>
<th>In Convoy or not</th>
<th>Position</th>
<th>Fate of Crew and other Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apr. 7</td>
<td><em>Elizabeth</em> (945)</td>
<td>British</td>
<td>Coal</td>
<td>Port Talbot</td>
<td>Poole</td>
<td>Not</td>
<td>5 miles E.S.E.</td>
<td>Port Scatho</td>
<td>0 survivors.</td>
</tr>
</tbody>
</table>

**By Surface Craft.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Name and Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From—</th>
<th>To—</th>
<th>How sunk</th>
<th>In Convoy or not</th>
<th>Position</th>
<th>Fate of Crew and other Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar. 15</td>
<td><em>M/V Tanber</em> British Strength (7,139)</td>
<td>British</td>
<td>Ballast</td>
<td>Oban</td>
<td>Aruba</td>
<td>Raider</td>
<td>Not</td>
<td>500 miles S.E. of Newfoundland</td>
<td>No details known.</td>
</tr>
<tr>
<td>Mar. 15</td>
<td><em>Granli</em> (1,557)</td>
<td>Norwegian</td>
<td>Clyde</td>
<td>Demarara</td>
<td>Raider</td>
<td>Not</td>
<td>500 miles S.E. of Newfoundland</td>
<td>No details known.</td>
<td></td>
</tr>
</tbody>
</table>

**By Aircraft.**

<table>
<thead>
<tr>
<th>Date</th>
<th>Name and Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From—</th>
<th>To—</th>
<th>How sunk</th>
<th>In Convoy or not</th>
<th>Position</th>
<th>Fate of Crew and other Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apr. 6</td>
<td><em>Petalli</em> (6,665)</td>
<td>Greek</td>
<td></td>
<td></td>
<td></td>
<td>Bomb</td>
<td>Piraeus</td>
<td>None reported.</td>
<td></td>
</tr>
<tr>
<td>Apr. 6</td>
<td><em>Nicolaou Zagoraphia</em> (7,156)</td>
<td>Greek</td>
<td>General</td>
<td>Calcutta</td>
<td>Liverpool</td>
<td>Torpedo</td>
<td>140 miles W by N. Berry Head</td>
<td>All crew saved.</td>
<td></td>
</tr>
<tr>
<td>Apr. 6</td>
<td><em>S/Trawler Daneland</em> (280)</td>
<td>British</td>
<td>Fishing</td>
<td></td>
<td></td>
<td>Bomb</td>
<td>80 miles off N. coast of Ireland</td>
<td>8 injured.</td>
<td></td>
</tr>
<tr>
<td>Apr. 6</td>
<td><em>City of Roubai</em> (7,108)</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td>Bomb</td>
<td>Piraeus</td>
<td>No details known.</td>
<td></td>
</tr>
<tr>
<td>Apr. 8</td>
<td><em>Cyprian Prince</em> (1,988)</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td>Bomb</td>
<td>Piraeus</td>
<td>No details known.</td>
<td></td>
</tr>
<tr>
<td>Apr. 8</td>
<td><em>Patrik</em> (1,706)</td>
<td>British</td>
<td>Fishing</td>
<td></td>
<td></td>
<td>Bomb</td>
<td>Piraeus</td>
<td>No details known.</td>
<td></td>
</tr>
<tr>
<td>Apr. 7</td>
<td><em>S/Trawler Sylvia</em> (219)</td>
<td>British</td>
<td>Fishing</td>
<td></td>
<td></td>
<td>Bomb</td>
<td>20 miles S.E. of NoSo</td>
<td>Crew 11; 1 missing, 5 wounded.</td>
<td></td>
</tr>
<tr>
<td>Apr. 9</td>
<td><em>Dudley Rose</em> (1,600)</td>
<td>British</td>
<td>Coal</td>
<td>Berry</td>
<td>Portsmouth</td>
<td>Bomb</td>
<td>4 miles S. of Berry Head</td>
<td>10 survivors.</td>
<td></td>
</tr>
<tr>
<td>Apr. 9</td>
<td><em>M/V Tanber Buenen</em> (5,187)</td>
<td>Norwegian</td>
<td>Kerosene and benzine</td>
<td>Heytown</td>
<td>Milford Haven</td>
<td>Bomb</td>
<td>4 miles S.E. of Berry Head</td>
<td>7 survivors.</td>
<td></td>
</tr>
</tbody>
</table>

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### By Aircraft (continued).

<table>
<thead>
<tr>
<th>Date</th>
<th>Name and Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From</th>
<th>To</th>
<th>How Sunk</th>
<th>In Convoy or not.</th>
<th>Position</th>
<th>Fate of Crew and other Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apr. 11</td>
<td>Hospital Ship Attiki (2,561)</td>
<td>Greek</td>
<td></td>
<td></td>
<td></td>
<td>Bomb</td>
<td></td>
<td>Off Kerystal, Greece</td>
<td>28 lives lost</td>
</tr>
<tr>
<td>Apr. 12</td>
<td>Cable Ship Retriever (574)</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td>Bomb</td>
<td></td>
<td>Off Fove, Greece</td>
<td>35 survivors, 11 missing</td>
</tr>
<tr>
<td>Apr. 12</td>
<td>Reckaholm (3,815)</td>
<td>Swedish</td>
<td></td>
<td>Buenos Aires</td>
<td>Gothenburg</td>
<td>Bomb</td>
<td></td>
<td>All crew picked up, 2 wounded</td>
<td>17 saved, 3 missing</td>
</tr>
<tr>
<td>Apr. 13</td>
<td>Arbai (901)</td>
<td>Belgian</td>
<td>Coal</td>
<td>Maryport</td>
<td>Plymouth</td>
<td>Bomb</td>
<td>Not</td>
<td>Near Land's End</td>
<td>None reported</td>
</tr>
<tr>
<td>Apr. 16</td>
<td>City of Karachi (7,149)</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td>Bomb</td>
<td></td>
<td>Near Land's End</td>
<td>None reported</td>
</tr>
<tr>
<td>Apr. 16</td>
<td>M/V Bratidal (4,993)</td>
<td>Norwegian</td>
<td></td>
<td></td>
<td></td>
<td>Bomb</td>
<td></td>
<td>Near Land's End</td>
<td>None reported</td>
</tr>
<tr>
<td>Apr. 16</td>
<td>Bolette (1,157)</td>
<td>Norwegian</td>
<td></td>
<td></td>
<td></td>
<td>Bomb</td>
<td></td>
<td>Near Land's End</td>
<td>None reported</td>
</tr>
<tr>
<td>Apr. 16</td>
<td>Anglesea Rose (1,151)</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td>Bomb</td>
<td>Not</td>
<td>Near Land's End</td>
<td>None reported</td>
</tr>
</tbody>
</table>

### By Cause Unknown.

<table>
<thead>
<tr>
<th>Date</th>
<th>Name and Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From</th>
<th>To</th>
<th>How Sunk</th>
<th>Position</th>
<th>Fate of Crew and other Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feb. 1</td>
<td>S/S Tanker Croyeck (399)</td>
<td>British</td>
<td>Crewe</td>
<td>Thames</td>
<td>Middlesbore</td>
<td>Not</td>
<td>North Sea</td>
<td>All crew lost, Joint Arbitration Committee award as loss by enemy action</td>
</tr>
</tbody>
</table>

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*NOTE.—The following vessels previously reported under Section B as damaged are now known to have sunk and are included in Section A above:—

Beaversdale, Westpool, Liguria, Nicola Zographia, Elisabeth.*
<table>
<thead>
<tr>
<th>Date</th>
<th>Name and Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From</th>
<th>To</th>
<th>Cause</th>
<th>In convoy or not</th>
<th>Position</th>
<th>Extent of Damage</th>
<th>Casualties to Crew</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apr. 6</td>
<td>Davis (6,054)</td>
<td>British</td>
<td>A/C.</td>
<td>Piraeus</td>
<td>None reported</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr. 6</td>
<td>Katie Moller (8,100)</td>
<td>British</td>
<td>A/C.</td>
<td>Piraeus</td>
<td>Not stated</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr. 6</td>
<td>Styliani (5,256)</td>
<td>Greek</td>
<td>A/C.</td>
<td>Piraeus</td>
<td>Extent not reported</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr. 9</td>
<td>Kylegorn (822)</td>
<td>British</td>
<td>Coke</td>
<td>Sunderland</td>
<td>Extent not reported</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr. 9</td>
<td>S/S Tanker Lunula (6,383)</td>
<td>British</td>
<td>Spirit</td>
<td>M</td>
<td>Thameshaven, London</td>
<td>Fire damage. Submerged in berth</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr. 9</td>
<td>M/V Tanker Duffield (8,516)</td>
<td>British</td>
<td>Spirit</td>
<td>Curapa</td>
<td>Gibraltar</td>
<td>Not reported. Was proceeding south subsequent to attack</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr. 9</td>
<td>Aberhill (1,516)</td>
<td>British</td>
<td>Cement</td>
<td>London</td>
<td>Leith</td>
<td>Off Tees</td>
<td>Steering gear put out of action. Arrived Methil April 10</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr. 9</td>
<td>Bjornvik (812)</td>
<td>Norwegian</td>
<td>Swansea</td>
<td>Poole</td>
<td>A/C.</td>
<td>4 miles S. Berry Head</td>
<td>Vessel leaking. UXB fuse detonated after vessel anchored</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr. 9</td>
<td>S/S Tanker British Statesman (6,991)</td>
<td>British</td>
<td>Spirit</td>
<td>Aruba</td>
<td>Thameshaven</td>
<td>A/C.</td>
<td>Off Harwich</td>
<td>Damaged but seaworthy</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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<th>Cause</th>
<th>In Convoy or not</th>
<th>Position</th>
<th>Extent of Damage</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apr. 9</td>
<td>Pandorian (3,149)</td>
<td>British</td>
<td>Coal</td>
<td>Tyne</td>
<td>W Africa</td>
<td>A/C</td>
<td>Yes</td>
<td>Off Moray Firth</td>
<td>Arrived Invergordon with structural and steering gear damaged</td>
<td>No casualties.</td>
</tr>
<tr>
<td>Apr. 9</td>
<td>Tag Persia (165)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>M</td>
<td>...</td>
<td>...</td>
<td>Thameshaven, London</td>
<td>Blew up, drove ashore and towed Gravesend, burnt out</td>
<td>None reported.</td>
</tr>
<tr>
<td>Apr. 10</td>
<td>M/V Virgo (697)</td>
<td>Dutch</td>
<td>Liverpool</td>
<td>Padstow</td>
<td>M</td>
<td>Not</td>
<td>5 miles N.W. Bar I/V.</td>
<td>Docked at Liverpool for leak</td>
<td>1 slightly injured.</td>
<td>None reported. Vessel flying Swedish colours, mistake of identity impossible.</td>
</tr>
<tr>
<td>Apr. 10</td>
<td>M/V Venezuela (6,991)</td>
<td>Swedish</td>
<td>Gothenburg</td>
<td>Rio de Janeiro</td>
<td>A/C</td>
<td>Not</td>
<td>70 miles N.N.W. Shetland Is.</td>
<td>Damage reported as slight and vessel seaworthy</td>
<td>None reported.</td>
<td></td>
</tr>
<tr>
<td>Apr. 10-11</td>
<td>Busiris (948)</td>
<td>British</td>
<td>Maryport</td>
<td>Plymouth</td>
<td>A/C</td>
<td>Not</td>
<td>Off Mount Bay</td>
<td>Anchored off Penzance with damage to steering gear. Slight leakage above water line. UXB being dealt with</td>
<td>No casualties.</td>
<td></td>
</tr>
<tr>
<td>Apr. 11</td>
<td>Alcinoes (6,189)</td>
<td>Dutch</td>
<td>Batavia</td>
<td>Liverpool</td>
<td>S/M.G.</td>
<td>Not</td>
<td>60 miles S. of Freetown</td>
<td>Damage not reported. Vessel arrived Freetown April 12</td>
<td>None reported.</td>
<td></td>
</tr>
<tr>
<td>Apr. 11</td>
<td>Draco (2,018)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>A/C</td>
<td>...</td>
<td>Tobruk...</td>
<td>Badly damaged Vessel afloat and at anchor</td>
<td>None reported.</td>
<td></td>
</tr>
<tr>
<td>Apr. 12</td>
<td>M/V Tanker Marie Maersk (6,271)</td>
<td>British</td>
<td>...</td>
<td>...</td>
<td>A/C</td>
<td>...</td>
<td>Piraeus...</td>
<td>Hit and burning</td>
<td>None reported.</td>
<td></td>
</tr>
</tbody>
</table>

* This information is provisional and may be modified subsequently on receipt of Commodore’s report.
<table>
<thead>
<tr>
<th>Date</th>
<th>Name and Tonnage</th>
<th>Nationality</th>
<th>Cargo</th>
<th>From</th>
<th>To</th>
<th>Cause</th>
<th>In Convoy or not</th>
<th>Position</th>
<th>Extent of Damage</th>
<th>Casualties to Crew</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apr. 12</td>
<td>St. Helena (4,313)</td>
<td>British</td>
<td>General</td>
<td>Montevideo</td>
<td>Hull</td>
<td>A/M</td>
<td>Not</td>
<td>About 100 miles off Freetown</td>
<td>Damage not reported</td>
<td>None reported.</td>
<td></td>
</tr>
<tr>
<td>Apr. 12</td>
<td>Vole (1,587)</td>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td>A/C</td>
<td>Not</td>
<td>Firmus</td>
<td>Extent not reported</td>
<td>None reported.</td>
<td></td>
</tr>
<tr>
<td>Apr. 13</td>
<td>Baron Balkanen (6,591)</td>
<td>British</td>
<td>Ballast</td>
<td>Belfast</td>
<td>Cardiff</td>
<td>A/C</td>
<td>Not</td>
<td>20 miles S.W. Milford Haven</td>
<td>Engine disabled, otherwise not serious. Arrived Milford Haven</td>
<td>4 killed.</td>
<td></td>
</tr>
<tr>
<td>Apr. 13</td>
<td>Aerios (1,548)</td>
<td>British</td>
<td></td>
<td>Cardiff</td>
<td>Outwards</td>
<td>A/C</td>
<td>Not</td>
<td>Near Land's End.</td>
<td>Damaged and in tow</td>
<td>None reported.</td>
<td></td>
</tr>
</tbody>
</table>

* This information is provisional and may be modified subsequently on receipt of Commodore's report.

**German Contraband Control.**

Information from Gothenburg dated 29th March states that the owners of the Swedish Kjell Bllner, 1,106 tons, have received information from Hamburg that the Prize Court has declared the ship to be a prize and has confiscated her.

The German Supreme Court has ordered the seizure of the Greek ships Marietta Nomiou, 5,241 tons, and Omonia, 3,600 tons. Those ships were intercepted in the Baltic in November 1939 by German Naval forces while on passage from Finland to Alexandria with cargoes of timber.

The Yugoslav ships Dubac, 2,890 tons, and Ura, 1,397 tons, which had been chartered by Switzerland, have been seized by the Italians at Genoa, where they arrived at the end of March.
APPENDIX II.

Merchant Ships (all sizes) other than Merchant Ships Commissioned for Naval Service lost by Enemy Action up to noon, Wednesday, 16th April, 1941.

<table>
<thead>
<tr>
<th></th>
<th>British</th>
<th>Allied</th>
<th>Neutral</th>
<th>Together</th>
</tr>
</thead>
<tbody>
<tr>
<td>Submarine</td>
<td>360</td>
<td>2,027,000</td>
<td>96</td>
<td>467,000</td>
</tr>
<tr>
<td>Mines</td>
<td>190</td>
<td>471,000</td>
<td>88</td>
<td>104,000</td>
</tr>
<tr>
<td>Surface Craft</td>
<td>110</td>
<td>534,000</td>
<td>90</td>
<td>193,000</td>
</tr>
<tr>
<td>Aircraft</td>
<td>185</td>
<td>548,000</td>
<td>73</td>
<td>307,000</td>
</tr>
<tr>
<td>Other causes, or cause unknown</td>
<td>88</td>
<td>69,000</td>
<td>8</td>
<td>38,000</td>
</tr>
</tbody>
</table>

|               | 888     | 8,684,000   | 244     | 1,199,000   | 205     | 943,000     | 1,422   | 5,730,000   |

Notes—"Allied" figures include Polish; all French up to June 25, 1940; "Free" French from June 25, 1940; Norwegian from April 9, 1940; Dutch and Belgian from May 10, 1940; Greek from October 26, 1940; and Yugo-Slavian from April 6, 1941. "Neutral" figures include Italian up to June 10, 1940; "Vichy" French from June 25, 1940; and Yugo-Slavian from 6th April, 1941.

APPENDIX III.

(1) Additions to and deductions from British Sea-going Merchant Tonnage (ships of 500 gross tons and over), including Merchant Ships Commissioned for Naval Service, from 2nd September, 1939, to 13th April, 1941.

<table>
<thead>
<tr>
<th></th>
<th>Tankers</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>British ships on September 2, 1939</td>
<td>610</td>
<td>2,274,000</td>
</tr>
</tbody>
</table>

Additions—
- New ships
  - 16 | 180,000 | 207 | 1,128,000 |
  - 1 | 0,000 | 53 | 275,000 |
- Enemy ships captured
- Ships transferred from other flags—
  - Danish
  - French
  - Roumanian
  - Estonian
  - Latvian
  - Others
  - Other additions
- Total additions
- Total deductions
- Net additions (±) or deductions (–)

Deductions—
- Ships sunk by the enemy—
  - (i) Merchant ships commissioned for Naval Service
  - (ii) Others
  - Ships captured by the enemy
  - Other deductions (including Marine Risk)—
    - (i) Commissioned for Naval Service
    - (ii) Others
  - Total deductions
  - Total additions

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>British ships on April 13, 1941</td>
<td>487</td>
<td>2,958,000</td>
<td>3,486</td>
<td>14,781,000</td>
</tr>
</tbody>
</table>

* Of the total Non-Tanker tonnage, vessels representing about 4,100 thousand gross tons are engaged on Naval, Military or R.A.F. Services (including some commissioned for Naval Service), some of which bring cargoes to the United Kingdom on their homeward voyage. After allowing for vessels (1) trading permanently abroad, (2) detained in French ports and (3) undergoing or awaiting repair, including the fitting of defensive protection, the balance is a little under 7 million gross tons, some part of which is engaged in the coasting trade of the United Kingdom and Eire.
(2) Total losses of, and other deductions from, British Sea-going Merchant Ships of 500 gross tons and over, including Merchant Ships Commissioned for Naval Service, expressed as approximate annual rates of loss.

<table>
<thead>
<tr>
<th>Period</th>
<th>(1)</th>
<th>(2)</th>
<th>(3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>First 9 months of war: i.e., from September 3, 1939, to May 31, 1940</td>
<td>Gross Tons</td>
<td>1,098,000</td>
<td>Gross Tons</td>
</tr>
<tr>
<td>Following 3 months: i.e., from June 1, 1940, to August 31, 1940</td>
<td>Gross Tons</td>
<td>263,000</td>
<td>Gross Tons</td>
</tr>
<tr>
<td>Month of September, 1940</td>
<td>Gross Tons</td>
<td>345,000</td>
<td>Gross Tons</td>
</tr>
<tr>
<td>October, 1940</td>
<td>Gross Tons</td>
<td>317,000</td>
<td>Gross Tons</td>
</tr>
<tr>
<td>November, 1940</td>
<td>Gross Tons</td>
<td>320,000</td>
<td>Gross Tons</td>
</tr>
<tr>
<td>December, 1940</td>
<td>Gross Tons</td>
<td>214,000</td>
<td>Gross Tons</td>
</tr>
<tr>
<td>January, 1941</td>
<td>Gross Tons</td>
<td>371,000</td>
<td>Gross Tons</td>
</tr>
<tr>
<td>February, 1941</td>
<td>Gross Tons</td>
<td>320,000*</td>
<td>Gross Tons</td>
</tr>
<tr>
<td>March, 1941</td>
<td>Gross Tons</td>
<td><strong>121,000</strong></td>
<td>Gross Tons</td>
</tr>
</tbody>
</table>

* These figures relate to losses so far notified, and may be increased by later notifications.

(3) Merchant Ships (100 gross tons and over) under construction in British Yards in the United Kingdom and abroad in week ending 11th April, 1941.

<table>
<thead>
<tr>
<th>Tankers</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>No.</strong></td>
<td><strong>Gross Tons</strong></td>
</tr>
<tr>
<td>Colliers and coasting ships</td>
<td>6</td>
</tr>
<tr>
<td>Other ships</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>46</td>
</tr>
</tbody>
</table>

* Including 5 vessels (33,000 gross tons) building abroad, 2 merchant ships (18,000 gross tons) taken over by the Navy during construction and 11 ships (20,000 gross tons) of merchant type intended for Naval use.

APPENDIX IV.

Merchant Ships (all sizes) lost by the enemy up to 16th April, 1941.

<table>
<thead>
<tr>
<th>German</th>
<th>Italian</th>
<th>Together</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>No.</strong></td>
<td><strong>Gross Tons</strong></td>
<td><strong>No.</strong></td>
</tr>
<tr>
<td>Captured or seized</td>
<td>61</td>
<td>274,000</td>
</tr>
<tr>
<td>Scuttled or sunk</td>
<td>92</td>
<td>526,000</td>
</tr>
<tr>
<td>Unidentified ships reported by S/M, A/C, &amp;c., as sunk or destroyed (tonnage estimated)</td>
<td>151</td>
<td>755,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>304</td>
<td>1,552,000</td>
</tr>
</tbody>
</table>

In addition, 87 ships of 96,000 gross tons under enemy control or useful to the enemy have been sunk.
APPENDIX V.

Casualties to H.M. Auxiliary Vessels and to Naval Personnel.

The following casualties have occurred to H.M. Auxiliary Patrol Vessels during the period under review:

April 11.—Boom Defence Vessel Othello and Yacht Yorkshire Belle sunk by mine in the Humber.

April 14.—The Free French Minesweeper Snippe, which was laid up at Truro, was bombed and sunk and the Tug Conquerant was holed and beached.

April 16.—The Minesweeping Trawler Laurel damaged by bomb off Sheringham.

The following casualties to Naval personnel have been reported:

Officers; Killed 6; Missing 3; Wounded 4.
Ratings: Killed 45; Missing 10; Wounded 20.

APPENDIX VI.

Operational Aircraft Battle Casualties.

0600 hours, April 10, to 0600 hours, April 17, 1941.

Metropolitan Area.

<table>
<thead>
<tr>
<th>British</th>
<th>In the Air</th>
<th>On the Ground.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombers</td>
<td>14</td>
<td>9</td>
</tr>
<tr>
<td>Fighters</td>
<td>13</td>
<td>7</td>
</tr>
<tr>
<td>Coastal</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
<td>34</td>
<td>16</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>German</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombers</td>
</tr>
<tr>
<td>30</td>
</tr>
<tr>
<td>Fighters</td>
</tr>
<tr>
<td>Miscellaneous</td>
</tr>
<tr>
<td>Total</td>
</tr>
</tbody>
</table>

No account is taken of aircraft destroyed on the ground.

Of the above totals, 1 bomber and 6 "miscellaneous" aircraft were destroyed, and 1 "miscellaneous" probably destroyed by A.A. fire.

Middle East.

<table>
<thead>
<tr>
<th>British</th>
<th>In the Air</th>
<th>On the Ground.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombers</td>
<td>17</td>
<td>4</td>
</tr>
<tr>
<td>Fighters</td>
<td>27</td>
<td>9</td>
</tr>
<tr>
<td>Coastal</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
<td>45</td>
<td>7</td>
</tr>
</tbody>
</table>

Of the above totals, 11 bombers and 12 fighters were lost in action and 4 bombers and 3 fighters lost on the ground in the Greek campaign.

Italian.

<table>
<thead>
<tr>
<th>Bombers</th>
<th>Destroyed</th>
<th>Probably Destroyed</th>
<th>Damaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>49</td>
<td>3</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Fighters</td>
<td>10</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>76</td>
<td>13</td>
<td></td>
</tr>
</tbody>
</table>

German.

<table>
<thead>
<tr>
<th>Bombers</th>
<th>Destroyed</th>
<th>Probably Destroyed</th>
<th>Damaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fighters</td>
<td>6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>36</td>
<td>27</td>
<td></td>
</tr>
</tbody>
</table>

Of the above totals, 1 bomber and 5 "miscellaneous" aircraft were destroyed and 5 "miscellaneous" aircraft probably destroyed by A.A. fire.
Air Attacks on Enemy Territory in Europe.

Extracts from Recent Raid Assessment Reports.

The following reports of damage have been received during the past week:

Germany.

Berlin.—Further results of the raids on the 12th/13th and the 23rd/24th March have come to hand. The engine-sheds at the Tempelhof marshalling yard and the yard itself were severely damaged. The neighbouring goods stations, Sudende and Mariendorf, at the southern approaches to the yard also suffered severely. The S.S. barracks in Grosslichterfelde were hit and destroyed. Office buildings in the Charlottenstrasse (one of the principal thoroughfares crossing the Unter den Linden), in the Manteuffelstrasse, and in the Akazienstrasse were hit. Houses in the Raupachstrasse were destroyed and the damage was heavy in Weinmeisterstrasse (a commercial district) and in the Kleiststrasse and Courbierestrasse (which is comparable to the Charing Cross Road and Tottenham Court Road district of London). A whole block of buildings was destroyed or burnt out opposite the Schoneberg Town Hall, and bombs which fell in the fashionable quarter of Dahlem on the 23rd March caused a considerable evacuation of wealthy people from that district to the country. A chemical factory, believed to be that of Otto Hoffmann, in the Kurfurstenstrasse, was hit and damaged beyond repair.

Kiel.—Photographs taken on the 7th April show the results of the raid on the 23rd/24th March. Buildings in the naval arsenal, in a residential area South of the Deutsche Werke Yard and a similar area on the West side of the harbour suffered varying degrees of damage. The area most affected was that adjoining the railway junction to the south of the main station, where several buildings were damaged by fire and at least one line of rails severed for 20 yards. A large building in the Germania brewery and another in the Ringstrasse (believed to be the prison) have been badly damaged. Photographs taken after the first heavy attack on the 7th/8th April show three main areas of severe damage:

First.—The Deutsche Werke shipbuilding yards: There can be little doubt that the effect on production must be serious. The largest building in the yard, the engineering shop, has received a direct hit, and an area where four smaller buildings stood has been laid waste. The boiler-house is wrecked and a foundry adjoining severely damaged. Three important store depots have no roof and the administrative offices are almost completely destroyed. A fire was still smouldering in three long sheds that had been burnt out, and the cable-testing-house no longer exists.

Second.—Nearly all the property in an area about 540 yards in length and averaging 100 yards in width, stretching from the Werftstrasse to Johannestrasse, has been demolished or burnt out. Smoke still hovers over the area, which in the main comprised the houses of the skilled dockyard workers.

Third.—The area between Kleiner Kiel and the Seegarten jetties has been thoroughly "blitzed" as a result of H.E. and incendiary bombs. This area is approximately triangular in shape, each side being about 300 yards long, and practically all the buildings are destroyed or burnt out.

Considerable damage is disclosed in other parts of Kiel, and, in particular, workshops and sheds in the Germania shipbuilding yard have suffered varying degrees of damage. The damage at this yard does not compare with that shown at the Deutsche Werke, but it is of considerable interest that the principal feature of night photographs taken during the second heavy raid on the 8th/9th is fires increasing in intensity in the Germania Yard. It is understood that U-Boat No. 46 received a direct hit and was damaged while at Kiel. It is only known that this took place during last year.
Mannheim.—It is now possible to show the effect of the December raids on the supply of coal from Germany to Italy. Prior thereto an average of 2,600 wagons of coal was passing weekly via the St. Gothard route to Italy. For two weeks at least the average dropped by 50 per cent. (representing 26,000 tons of coal) and conditions were not normal until the middle of March. It is considered that the raids on Mannheim were directly or indirectly responsible for the loss to Italy of nearly 100,000 tons of coal.

Hamburg.—Further reports tell of the damage effected in the raids of the 12th/13th and 13th/14th March. Buildings in the districts of Alstadt and Neustadt were severely damaged and in the latter district casualties were heavy. The Blohm and Voss submarine casting shed was damaged. The tramway services were severely affected.

The official casualty lists in the Hamburger Freundesblatt for these raids show 57 persons killed. It is of interest that the ordinary death columns record the death of the wives or families of some of the persons named in the official lists. It is believed to be the custom of the Germans to give only the name of the householder in the official list, omitting other persons who may have been killed in the house when hit.

Dusseldorf.—On the night of the 14th/15th March a large patent food factory, a paper mill and a wood store and the warehouses of Wilhelm Lutter (an important wholesale provision firm) were destroyed. The fires lasted until the 16th. In earlier raids the old town near the City Hall and domestic property in other parts suffered considerably. 35 people sheltering in the basement of a house in the Aachenerstrasse were killed. Fires in one of the most important streets, the Graf Adolf Strasse, caused considerable damage.

France.

Brest.—Two sources (believed reliable) report that the Gneisenau has been hit, one stating that two hits aft were serious. The Hotel Continental (which housed the German naval general staff) was hit and destroyed on the 4th April and about 100 naval officers are said to have been killed. Photographs show damage to be concentrated in the area of the Port Militaire and the Naval School and on the 30th March the Gneisenau, Scharnhorst and 7 "E" Boats were stated to be blocked in Brest as a result of sea mining. It has been learnt that during attacks when the Hipper Class cruiser was present, a 4,000-ton tanker and a destroyer were sunk and a hit on the powder factory caused the authorities to flood the same to prevent serious damage.

Bulgaria.

The raids on Sofia on the 6th April are said to have been both accurate and effective.
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Bulgaria.

The raids on Sofia on the 6th April are said to have been both accurate and effective.
BRITISH SHIPPING LOSSES DUE TO ENEMY ACTION.

- By S/M
- By Mine
- By Surface craft
- By Aircraft
- By other causes or cause unknown

This diagram includes vessels of all tonnages (but excludes Commissioned Merchant Vessels). The losses are the actual losses in the weeks indicated up to midnight Sunday/Monday, corrected with information available to noon Wednesday of the following week. The interval permits the losses in recent weeks to be consolidated.

This diagram is based on losses which occurred in the various weeks specified. These necessarily are not in agreement with the losses notified week by week in Appendix I.
BRITISH SHIPPING LOSSES DUE TO ENEMY ACTION.

- By S/M.
- By Mine.
- By Surface craft.
- By Aircraft.
- By other causes or cause unknown.

This diagram includes vessels of all tonnages but excludes Commissioned Merchant Vessels. The losses are the actual losses in the weeks indicated up to midnight Sunday/Monday, corrected with information available to noon Wednesday of the following week. The interval permits the losses in recent weeks to be consolidated.

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Shipping losses by enemy action, British, Allied & Neutral.

- By S/M.
- By Mine
- By Surface craft.
- By Aircraft.
- By other causes, or cause unknown.

This diagram includes vessels all damaged (but excludes Commissioned Merchant Vessels). The losses are the actual losses in the weeks indicated up to midnight Sunday. Monday's figures, with information available by noon Wednesday of the following week, the interval permits the losses in recent weeks to be considered.
SHIPPING LOSSES BY ENEMY ACTION. BRITISH, ALLIED & NEUTRAL.

- By S/M.
- By Mine.
- By Surface craft.
- By Aircraft.
- By other causes, or cause unknown.

This diagram includes vessel tonnages (but excludes Commissioned Merchant Vessels). The losses are the total losses in the weeks indicated up to midnight Sunday. These necessarily are not in agreement with the losses notified week by week in Appendix I.
GENERAL DIRECTION OF THRUSTS, WITH DATES

German.

Italian.

Hungarian.

Jugoslav.

German Armoured Formations.

G.S.O.R. 5422

YUGOSLAVIA

SCALE: 1/2 M OR 3.5 MILES TO 1 INCH

Information up to 1800 hrs. 15th April, '41.
GENERAL DIRECTION OF THRUSTS, WITH DATES

German...

Italian...

Hungarian...

Jugoslav...

German Armoured Formations.

G.S.O.R. 5422

YUGOSLAVIA

SCALE: 1 CM. = 35 MILES TO 1 INCH

Information up to 1800 hrs. 15th April, '41.
GENERAL DIRECTION OF THRUSTS, WITH DATES

German.
Italian
Hungarian.
Jugoslav.

German Armoured Formations.

G.S.O.R. 5422
YUGOSLAVIA
Information up to 1800hrs. 15th April, '41.
GENERAL DIRECTION OF THRUSTS, WITH DATES

German...

Italian...

Hungarian...

Jugoslav...

German Armoured Formations.

G.S.O.R. 5422

YUGOSLAVIA

Information up to 1800hrs. 15th April, '41.